

MINUTES
AVIATION TASK FORCE
September 25, 2002

List of Attending Members

Allen, Sidney, Burbank Glendale Pasadena Airport (for Victor Gill)
Antonovich, Michael, Supervisor, Los Angeles County
Barrie, Terry, Caltrans Aeronautics
Bates, Ron, Mayor, City of Los Alamitos
Bernson, Hal, Councilmember, City of Los Angeles
De La Loza, James, Los Angeles County Metropolitan Transportation Authority
Dixon, Richard, Mayor, City of Lake Forest
Dunlap, Judith, Councilmember, City of Inglewood
Galanter, Ruth Councilmember, City of Los Angeles
Gordon, Mike, Mayor, City of El Segundo
Kunze, Chris, Airport Manager, Long Beach Airport
Mikels, Judy, Supervisor, County of Ventura (Chair)
Miscikowski, Cindy, Councilmember, City of Los Angeles
Murphy, Alan, John Wayne Airport
Murphy, Stacey, Councilmember, City of Burbank
Nestande, Bruce, Los Angeles Business Advisors
O'Connor, Pam, Mayor, City of Santa Monica
Ovitt, Gary, Mayor, City of Ontario
Proo, Beatrice, Mayor, City of Pico Rivera
Propst, Rod, Chair, Aviation Technical Advisory Committee
Ratcliff, Mia, Federal Aviation Administration, Airports Division (for Herman Bliss)
Ridgeway, Tod, Mayor, City of Newport Beach
Reyes, Louis, City of Los Angeles Chamber of Commerce
Ritchie, Jim, Deputy Executive Director, Los Angeles World Airports
Rizzo, Philip, Executive Director, March Inland Port
Rodine, Robert, Valley Industry Commerce Association
Soderquist, Peter, Airport Manager, Southern California Logistics Airport
Stanford, Dick, Mayor, City of Azusa

**MINUTES
AVIATION TASK FORCE
September 25, 2002**

1.0 CALL TO ORDER

The September 25, 2002 meeting of the Aviation Task Force was called to order at 10:12 a.m. by Chairperson Judy Mikels, Supervisor, Ventura County.

2.0 WELCOME AND INTRODUCTION

Chair Mikels welcomed all participants to the meeting and stressed that all future meetings will start promptly on time. Chair Mikels recognized the heavy workload carried by all participants and stressed the most efficient way to finish the work of the task force is to start on-time, complete the work and leave on-time. Chair Mikels emphasized that because of the complicated subject matter, all participants should attend on a regular basis.

Participants introduced themselves to the committee.

3.0 PUBLIC COMMENTS ON AVIATION

Public Speakers

Alan Beek	New port Beach
Charles Griffin	New port Beach
Tom Naughton	Orange County Airport Working Group
Shirley Conger	Orange County Airport Working Group
George Margolin	New port Beach
Mike Stevens	LAX Expansion No

Mr. Alan Beek, New port Beach, took exception to a line in Attachment 6.1.2, Page 29, where the author stated in part "...the loss of El Toro and the need to compensate for it." Mr. Beek stressed that El Toro is not dead, but is still very much alive.

Mr. Beek also wished to inform the task force that the lack of local control over aircraft noise or operations was making airports bad neighbors. If airlines would adopt good neighbor policies and the federal government would allow local control, then airports would be welcome to communities for their economic impact. This needs to happen. The task force could do its part to pressure airlines and federal legislators to enact such policies.

Charles Griffin, New port Beach, stated he is part of a group called the New Millennium Group sponsoring an initiative for a responsible airport at El Toro. Although it did not get on the ballot for the November elections, the supervisors saw fit to put Measure B on the ballot, requesting the Navy not transfer the airport until environmental contaminants are removed. In the meantime, Mr. Griffin

MINUTES
AVIATION TASK FORCE
September 25, 2002

recommends that Los Angeles World Airports (LAWA) lease the property from the government allowing productive use. Lease payments can go towards cleaning the airfield. More information can be found at <http://www.ocxelto.com> which shows the layout of a reasonable airport.

Mr. Griffin anticipates Measure B to pass overwhelmingly which would provide the opportunity for LAWA to utilize the property. Mr. Griffin encouraged the task force to explore this option and to act accordingly.

Mr. Tom Naughton, President, Orange County Airport Working Group, wanted to inform the Task Force about a Government Accounting Office (GAO) Report titled *"National Airspace System, Long Term Capacity Needs Despite Recent Reductions in Flight Delays (Dec. 2001)*. The GAO report addresses not only local issues, but national ones also.

Mr. Naughton also wanted the task force to be aware of the "Commission on The Future Of The Aerospace Industry." Three reports have been completed with a fourth report due in November. As part of the commission's work, there is a section on air transportation that is dealing with what the Aviation Task Force is doing. Mr. Naughton reminded the task force of the difference in passenger traffic between 1999 and 2000, indicating that the lull created after the 9-11 attack will not be permanent.

Ms. Shirley Conger, Orange County Airport Working Group, indicated that without an El Toro Airport, John Wayne airport would be forced to expand, causing destruction of neighborhoods and of Newport Beach. Nevertheless, John Wayne cannot handle forecast traffic for Orange County. The loss of El Toro will have impacts on the region, including extra taxes, air quality and congestion. Ms. Conger provided task force members with a petition (petition handed to members) to the Secretary of the Navy, head of the FAA, and Los Angeles Mayor, Jim Hahn to authorize Los Angeles World Airport to operate El Toro. Ms. Conger requested elected officials throughout the Southern California region sign the petition. The purpose of the petition was to show united support to the principles demonstrating support in the region for an El Toro airport.

Mr. George Margolin, City of Newport Beach, made a comparison between the City of Newport Beach and Playa Del Rey, next to Los Angeles International Airport. Mr. Margolin commented that Playa Del Rey is now nothing more than house pads and parts of an LAX runway. Mr. Margolin suggested that Newport Beach would meet a similar fate if John Wayne is the only solution to Orange County air travel demand.

Mr. Mike Stevens, LAX Expansion No, stressed to the task force that it has a responsibility to the entire region to do what is best for the region, not to satisfy

MINUTES
AVIATION TASK FORCE
September 25, 2002

NIMBYs (Not in My Back Yards). El Toro is in position now, and any jurisdiction that controls an airport can assume control over El Toro airport on a lease agreement. All the Task Force has to do is to listen to a group of experts make a presentation on the economic feasibility of leasing El Toro airport. Then the ATF would make a recommendation to the Regional Council that action should be taken.

4.0 AVIATION TASK FORCE CHARGES

SCAG President Hal Bernson welcomed the Task Force membership and thanked them for being part of the task force. President Bernson wanted to let the task force know why it was re-established, and what he expects the task force to accomplish.

The object of this task force is not to reopen the controversy over El Toro, whether it is right or wrong, or what is happening around LAX, etc. The Task Force has a responsibility to take a fresh look. A plan is in place, which is well done. It should be fine-tuned. The task force should look to 2030, and figure out what it will take to accommodate that air travel and air freight demand.

The Task Force will ask each county to determine what its aviation demand is in 2030, and report to this task force as to what it is. Each county should also report to the task force their plan to accommodate that demand. That is when the real work will start. This task force can be the authority to accomplish this task. This task force should have a plan, have a modus for accomplishing the plan and a financial strategy for meeting the plan. Without an implementation plan, the region faces economic strangulation.

The Task Force fills an important regional role. The inter-relationships of all modes of transportation require a comprehensive planning effort. SCAG is the state and federally recognized regional aviation planning agency as well as transportation planning agency

The coordination of aviation planning with surface transportation planning is necessary to increase transportation efficiency, increase the quality of life and maintain and develop the infrastructure necessary for the regional economy to flourish. This task force has a lot to do and little time.

The Aviation Task Force will Accomplish two things; First, revise the adopted aviation plan. The task force will not be re-inventing the wheel, but will be making refinements to the plan. Each county has the responsibility to address their aviation demand and contribute to the development of an equitable regional aviation plan. The task force must address the financing issues of the plan, develop a staging strategy, and validate the plan with the approval of the RTP. The task force will also implement the airspace analysis.

MINUTES
AVIATION TASK FORCE
September 25, 2002

Second, the task force will develop a programmatic implementation strategy, including the development of a viable regional aviation implementation agency. That should be this group. This agency will function solely to implement the aviation plan as it is adopted by SCAG, no exceptions. This task force will consider

- what technical implementation framework is necessary
- what organizational requirements are necessary
- the legislative requirements and framework necessary.

This Task Force has to lead the way. No other planning entity exists to do so. You are it. Make it a successful effort.

Judy Mikels thanked President Bernson and stated that the task force does not have the time or the funding to recreate and reinvent new scenarios. Some updating will need to be done, but that is all. Towards that end, the task force needs to hear from the aviation industry, which is poorly represented, from chambers of commerce, from economic development organizations and from airport managers

Hon. Mike Gordon, Mayor, El Segundo commented that he agreed with most of what Chair Mikels and President Bernson said, in that the task force doesn't need to go through another nine scenarios, but in the last Aviation Task Force, demand was taken almost for granted, and demand does need to be examined in light over recent events, so as not to start debating issues that may no longer exist.

Chair Mikels responded in that staff will be re-assessing demand as one of the first things to accomplish. President Bernson stated that not just staff, but each county would do the same. Aviation is just part of the picture, but most important, is to know what each county plans to do to meet that demand.

Hon. Ron Bates, Mayor, Los Alamitos, commented that the challenge the task force will face is to develop an agreed upon figure as to what demand and population will be. The task force must understand that the results must at some point reconcile with the results of the Regional Transportation Plan which itself must reconcile with overall growth forecasts, which must be agreed to by state and federal agencies. Mayor Bates commented that the accuracy of historical SCAG forecasts is uncanny.

Bruce Nestande, Los Angeles, Business Advisors, commented that the demand forecasts from each county and from SCAG should be consistent. Staff should meet with each county to have an agreed upon methodology.

5.0 COMMITTEE ORGANIZATION

MINUTES
AVIATION TASK FORCE
September 25, 2002

5.1 Members Phone List

Chair Mikels requested all participants to review the membership listing and notify SCAG staff of any discrepancies in contact information. Chair Mikels stressed that each member provide the most consistent address, telephone number or fax number in order to receive timely information.

6.1 ACTION ITEMS

6.1 Aviation Task Force History, Status and Work Plan

Mr. Rich Macias, Manager SCAG Aviation and Environmental Planning stated that staff will provide an overview of how the adopted plan was developed and a workplan for how the task force will accomplish the tasks, answering some of the questions that were asked earlier. Mr. Macias mentioned that in addition to the aviation staff that would be performing the technical work, there is also the Aviation Technical Advisory Committee (ATAC). The committee is made up of airport operators that meets monthly at various airports. Task force members are invited to attend. Often staff and this task force will refer technical information to the ATAC requesting their input.

6.1.2 Adopted Aviation Plan Development/Status of Regional Airports

Mr. Michael Armstrong, Senior Lead Planner stated that SCAG has been doing regional aviation system planning for over 25 years. Over this period SCAG completed several major site selection studies, which thoroughly canvassed the regional for potential new airport sites even sites in the ocean and San Diego County.

In the 1990's SCAG turned its attention to the military air bases in the region since the Base Realignment And Closure (BRAC) rounds would close several regional military airfields. In 1992 SCAG completed the first regional air cargo study which documented air cargo trends and the viability of airports to serve only cargo, and few or no passengers. The primary recommendation of the March AFB joint use study was that its greatest potential over the short term was to serve as an all-cargo airport. After the study was completed, other airports in the Inland Empire also became interested in the all-cargo concept, including San Bernardino International and Southern California Logistics. The Regional Airport Demand Allocation Model (RADAM) has also been refined over the last several years to include cargo allocations in its aviation system modeling

For the 1998 aviation system study SCAG employed the RADAM model to generate the forecasts, and included all of the recently downsized or closed

MINUTES
AVIATION TASK FORCE
September 25, 2002

military air bases, as well as Palmdale Airport, as potential new airports. This was in addition to the existing air carrier airport system. However the 1998 study did not assume capacity constraints at any of the airports, either legally enforceable policy constraints or physical capacity constraints. This produced an allocation of 94 MAP at LAX in 2020, or 60% of the 157 MAP regional forecast.

Regional elected officials were not satisfied with the aviation plan, which is why it was adopted conditionally by the RC. The condition was that the issue would be revisited in the planning for the 2001 RTP, and guided by an ATF made up of elected officials, airport managers, representatives from the aviation industry and other public organizations.

For the 2001 aviation system study, the task force defined over nine new system scenarios for modeling analysis. In defining these scenarios, considerable attention was given to recognizing capacity constraints at airports, such as 41 flights/day restriction at LGB and the settlement agreement at JWA which imposes a 8.4 MAP cap.

All of the scenarios assumed market incentives to attract passengers to outlying airports, including major ground access improvements to decrease travel time, full passenger awareness of airports through marketing programs, free or low cost parking, and free shuttle service from major activity centers. All of them except Scenario 6 (NP) assumed an interregional high speed rail system that would connect most of the airports in the system. The scenarios are differentiated primarily by whether or not they assume capacity improvements at LAX, and whether or not they assume El Toro in their airport systems

Some of the earlier scenarios had Burbank constrained to 10 MAP and LAX to 70 MAP, and later scenarios changed these to 9.4 MAP and 78 MAP respectively. This is because midway through the process, SCAG was able to conduct a new capacity analysis for LAX and Burbank (staff wasn't comfortable with the old numbers that were inherited). Staff also generated an 86 MAP figure for LAX that corresponded to the capacity increase from the LAX master plan alternative C (dubbed the Mayor Riordan alternative) Also, the later scenarios eliminated Point Mugu from the system since the Navy was no longer interested in joint-use.

The scenario that was adopted for the 2001 RTP by the RC was Scenario Eight, which has also been called a decentralized aviation plan, because it holds LAX to its existing physical capacity, respects capacity constraints at urban airports, includes a new airport at El Toro, and spreads the service of aviation demand to airports in the Inland Empire and North Los Angeles County to the greatest extent possible.

MINUTES
AVIATION TASK FORCE
September 25, 2002

All of those airports in Palmdale and the Inland Empire are unconstrained, and assume the implementation of market incentives and a high speed rail system to maximize their ability to attract passengers to them. It is important to recognize that even with these assumptions in place, the potential for these airports to serve regional aviation demand is limited.

This is because the bulk of aviation demand will remain in the coastal areas of LA and Orange counties, even though the modeling incorporated the fact that Palmdale and the Inland Empire are forecast to have the highest growth rates over the next 20 to 30 years.

It is also important to recognize that the adopted plan relies heavily on both Ontario and El Toro to help relieve a constrained LAX, because both of them expand to mid-sized airports of around 30 MAP, and support a significant amount of international service. This would help relieve LAX since it's the only international airport of any significance from central California to the Mexican border

Lastly, a 30 MAP Ontario was assumed to have a new third runway, since its existing physical capacity was estimated to be about 20 MAP.

Hon. Ruth Galanter, Councilmember, City of Los Angeles, questioned why demand would remain, for the foreseeable future in the coastal areas of the region, even if the population growth is more inland. Mr. Armstrong responded that various factors increase demand, including higher levels of disposable income, levels of high-tech employment and business development.

Mr. Armstrong clarified his earlier statement in that the bulk of future demand would remain within metropolitan Los Angeles and Orange counties. He also noted that as the population and employment grow in the Inland Empire, airports, particularly Ontario, will act as catalysts for higher paying employment growth. Similar to the chicken-and-egg problem, by focusing on growth at these emerging airports, businesses will attempt to capitalize on the airport, resulting in more demand and more business. To the extent these airports are successful, they will attract development and high income employment to them, becoming even more successful.

Hon. Mike Gordon, Mayor, El Segundo, stated that in the last Aviation Task Force, that is why LAX was constrained to its existing physical capacity to allow these emerging airports the opportunity to grow which would then allow businesses to develop around these airports, which is occurring.

Michael Armstrong mentioned that SCAG had recently performed a regional jobs/housing balance analysis that examined how to provide greater higher

MINUTES
AVIATION TASK FORCE
September 25, 2002

paying employment outside the urban core and an airport development strategy was a strategy for creating that employment.

SCAG President Hal Bernson noted that aviation is only one facet of all the planning issues for the region. SCAG will need to examine how all the facets balance with each other.

Supervisor Mikels recognized Supervisor Mike Antonovich, Los Angeles County, Mayor Dick Stanford, City of Azusa, Jim Ritchie, Los Angeles World Airports and Mayor Pam O'Connor, City of Santa Monica

Mr. Alan Thompson, Senior Planner presented the status of the regional aviation system. The biggest impact to the adopted aviation plan has been the repercussions of the terrorist attack of September 11, 2001. In November 2001, SCAG completed a preliminary economic analysis of the effects of 9-11 on the economy. In that report staff indicated up to a 10% drop in air travel, with the regional forecast set back 2-3 years (2028 instead of 2025). SCAG staff is monitoring the situation and will update our next forecast accordingly

What SCAG has found since then is that cargo has rebounded, however, Air Travel to SCAG airports (as of July 31 of this year) is down 13% compared to the same period last year. The attacks sharpened a business downturn already in progress. There has been increased use of business jets instead of commercial aircraft. Some larger airlines that relied heavily on business travel for profits are facing bankruptcy or are analyzing their business model.

Airport security requirements place an added expense on air travel at commercial airports, mostly absorbed by the airlines. In addition to the added costs, there is the inconvenience factor. Terminal capacity could be lower at capacity constrained airports because of decreased throughput caused by increased security

Also of significance to the region is Orange County's Measure W, which passed in March 2002. The measure changes County zoning of the airfield away from airport use. Measure W was challenged in court, where the court recently ruled the measure to be legal. El Toro, as a commercial airport, remains in SCAG's 2001 Regional Transportation Plan.

The Orange County Board of Supervisors voted to adjust John Wayne Airport's legal constraints from 8.4 Million annual passengers (MAP) to 9.8 MAP and to renew its settlement agreement and associated constraints beyond its 2005 expiration.

MINUTES
AVIATION TASK FORCE
September 25, 2002

Los Angeles World Airports is developing a new Master Plan for Ontario International Airport. Currently the airport is restricted by the California Air Resources Board to 12 MAP/125,000 operations. Mitigation would be necessary to increase beyond 12 MAP

March Global Port has had some success in attracting distribution centers to the facility. The airport is not actively promoting passenger service, but is not precluding future passenger service.

San Bernardino International received its Part 139 Certification (previous one was temporary) allowing commercial service at the airport. There has been an increase in corporate and air cargo activity, with some distribution centers starting service.

Southern California Logistics has had success in setting up multi-modal cargo distribution service

The City of Palmdale is aggressively promoting surface transportation improvements to the airport between the Antelope Valley and the urban core to increase the desirability of the area and airport.

Burbank Glendale Pasadena Airport is performing a Part 161 Study which, if accepted by the FAA, could impose mandatory curfews. New terminal security requirements could impact passenger capacity throughput.

The City of Los Angeles is committed to a 78 MAP Los Angeles International Airport. New Master Plan alternative envisions a remote check-in facility, runway improvements and a people-mover connecting the terminal from the gate areas.

Long Beach has had significant commercial interest in airport recently. The airport is constrained to a predefined noise footprint limiting growth.

Palm Springs Airport has recently completed a Master Plan, which recognized a need for ground access improvements and landside area improvements surrounding terminal

The Southern California Regional Airport Authority was originally envisioned to be an implementing authority for the 2001 adopted aviation plan. However, the Authority has not had a quorum in several months.

Hon. Stacey Murphy, Burbank questioned Mr. Thompson concerning the future of the Authority. Mr. Thompson responded that all that is known is that the Authority has not had a quorum.

MINUTES
AVIATION TASK FORCE
September 25, 2002

Hon. Ron Bates, Los Alamitos, requested task force members to examine Page 12 of the Adopted Aviation Plan brochure to give a quick update of Maglev (magnetic levitation high speed rail system). The SCAG Regional Council has approved a joint approach for the TEA-3 (the latest Transportation Efficiency Act to authorize transportation infrastructure improvements and funding) authorization with Nevada to bring High Speed Rail from Las Vegas to Southern California. The latest study is examining Maglev from Victorville to Ontario, to Corona then along the SR-91 corridor to Anaheim. It would eventually terminate at a transportation center at either El Toro or John Wayne Airport.

Chair Mikels informed the task force about plans for a new or expanded airport in Clark County, Nevada as well as San Diego's search for a new airport to replace or supplement Lindbergh Field. These new facilities, although outside of the region, could impact the SCAG region. Chair Mikels requested Staff look into that and report back to the task force.

6.1.3 Schedule and Work Plan

Mr. Michael Armstrong presented the schedule to the Aviation Task Force. The schedule is designed to have revisions to the adopted plan defined by the task force by the end of 2002. This will allow adequate time for modeling to be complete in time for the Regional Transportation Plan environmental evaluation. There will be about six months during the environmental evaluation where the task force can decide where to meet or what to discuss. Field Trips to various airports have been suggested previously. There will be a regional airspace study that will parallel the work of the task force and there could be an airspace workshop for the benefit of members. The same assumptions that will be completed by the task force will be used in the airspace analysis.

Hon. Hal Bernson, City of Los Angeles, recommended the term "update" the plan rather than "revise" the plan. The term "revise" could re-open issues that had already been resolved during the last Aviation Task Force.

Mr. Hasan Ikhata, Interim Director, SCAG Planning and Policy agreed with President Bernson. SCAG has a plan. SCAG will update the plan and determine the demand for the region in 2030. SCAG will bring it to the Aviation Task Force where the task force will determine how the region will meet the demand. Airports will speak to the task force on their plans. SCAG will perform a capacity analysis, estimate what the costs will be in infrastructure improvements and discuss options for financing implementation. Ground access will also be examined closely as part of the analysis.

Hon. Ruth Galanter, City of Los Angeles, asked about the airspace study. Mr. Armstrong stated that it is a federally funded airspace study. The study is

MINUTES
AVIATION TASK FORCE
September 25, 2002

scheduled to run over two years, but SCAG has been working with the consultants to expedite some aspects of the analysis to hopefully provide some results for the Regional Council when adopting the aviation plan in 2004. Ms. Galanter asked would data be available for the task force in early 2003. Mr. Macias, SCAG, stated that data would be available. The airspace consultants, once the contract is executed, will make a presentation to the task force. Mr. Macias stated that it is a goal to have as much data as possible available to the task force, which is why the consultants will be accelerating their work.

Mr. Robert Rodine, Valley Industry and Commerce Association, questioned whether there will be county level meetings from task force representatives to work with the working groups that are doing each county forecasts. Chair Mikels stated she was not sure. Each county possibly has a different structure for performing forecasts. President Bernson stated that each Aviation Task Force representative should work with their respective counties in developing their forecasts.

Hon Gary Ovitt, City of Ontario, noted that there are some months where the task force is not scheduled to meet, and those dates could be used for "field trips" to airports. Chair Mikels agreed, and requested that each airport representative brief the task force on their respective airport. Chair Mikels cautioned that we will not extend meetings beyond their scheduled times, nor hold unnecessary meetings.

Hon. Ron Bates, City of Los Alamitos requested that a joint meeting be held with the SCAG Maglev Task Force to discuss the initial operating segment for Maglev and how that will work with aviation.

Hon. Ruth Galanter, City of Los Angeles, noted that if the forecasts are not framed correctly, nor have the right inputs, they are meaningless. Our entire model is based on these forecasts. Inputs based on changes after the 9-11 attack should be incorporated into the forecasts.

Hasan Ikhata, SCAG, informed the task force that the forecasts will be in five-year increments, starting in 2005, and all the issues raised by Ms. Galanter will be incorporated. Mr. Ikhata reminded the task force, that whatever changes are made to aviation will also affect the growth and employment forecasts.

Hon. Mike Gordon, City of El Segundo, requested that the methodology used in the forecasts be made to the task force members. Mr. Ikhata stated that it is available in the 2001 Regional Transportation Plan appendix.

President Bernson made a motion that the six counties within the region develop forecasts for air passenger and air cargo demand as well as their plans on how to accommodate the demand and report back to the task force within 60 days.

MINUTES
AVIATION TASK FORCE
September 25, 2002

There are two tasks then. Updating the 2004 plan and dealing with the forecasts, how to meet it and how the impacts will be met.

Chair Mikels noted that this is not an action item on the agenda. If the task force has consensus, they can direct SCAG staff to contact each county to obtain that information.

Hon. Cynthia Miscikowski, City of Los Angeles, asked what was done previously in the last transportation plan. Mr. Ikhata stated that each county and subregion provided a list of programs and projects in any area and shared data with them as the plan was developed. Chair Mikels noted that the biggest difference is that SCAG will be asking how they plan to accommodate the local demand, either through airport development or transportation dollar contributions for airport access. Mr. Ikhata noted that SCAG is the entity that develops the regional aviation demand forecasts, but it can ask each county to state how they will accommodate the forecasts. This relates more to airport sponsors than county commissions in terms of developing the plans to meet the demand.

Mr. Chris Kunze, Long Beach Airport, noted that the schedule should be revised to incorporate the input from counties.

Hon. Gary Ovitt, City of Ontario noted that his county has never dealt with aviation demand issues, and this will be beneficial to all involved.

Chair Mikels noted that Edwards Air Force Base and the military airspace between the Pacific Ocean, Ventura County and Utah and that this is a vital part of our military infrastructure. The potential demand at each airport, and particularly Palmdale, could impact the ability of the military to use this airspace. A military representative should be present on the task force.

Chair Mikels noted that any requests for staff from committee members that generate staff time must be done through consensus from the Aviation Task Force.

7.0 PUBLIC COMMENT PERIOD

Public Speakers

Mike Stevens	LAX Expansion No
Carole Hossan	Westchester

Mr. Mike Stevens, LAX Expansion No, noted that the SCAG Mission Statement states an objective to resolve conflict. The task force is tasked with resolving conflict, not to run away from it. The task force is to provide leadership, which means members must sometimes stand alone. Mr. Stevens stated the opinion that

MINUTES
AVIATION TASK FORCE
September 25, 2002

the task force should examine the proposal for LAWA to lease El Toro and provide a message by agreeing to discuss the proposal.

Ms. Carole Hossan, City of Westchester, expressed concern that regionalism is being abandoned in favor of commercial interests. Noting Page 25 of the agenda, the Southern California Regional Airport Authority has not had participation by the City or County of Los Angeles. Ms. Hossan was concerned about the commitment of Los Angeles to a regional approach. Ms. Hossan urged the task force to take its job seriously.

8.0 SET NEXT MEETING DATE/TIME/PLACE

Chair Judy Mikels stated that the schedule calls for the third Thursday of every month, so everyone can set their schedule accordingly. 10:00 a.m. in the same room.

9.0 ADJOURNMENT

Chairperson Judy Mikels adjourned the meeting at 12:05 am.